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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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Airport Information For UTAV
Terminal Charts For UTAV
Revision Letter For Cycle 17-2013
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Notebook

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General Information

Location: Turkmenabat Tkm
IATA Code: CRZ
Lat/Long: N39° 05.0' E063° 36.8'
Elevation: 630 ft

Airport Use: Public
Magnetic Variation: 4.8°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0109 Z
Sunset: 1425 Z,

Runway Information

Runway: 15
Length x Width: 9022 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 623 ft
Lighting: Edge, ALS

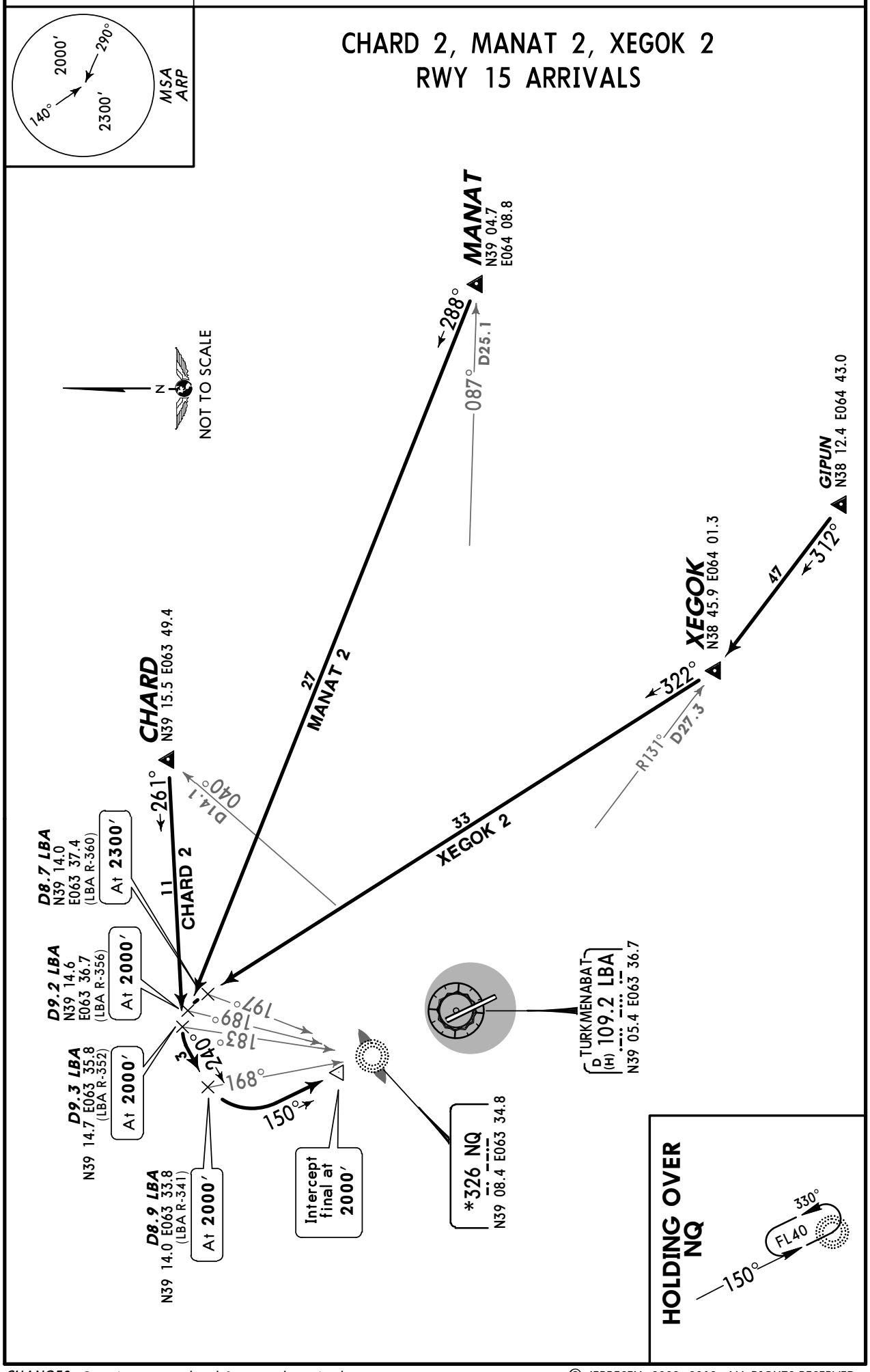
Runway: 33
Length x Width: 9022 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 630 ft
Lighting: Edge, ALS

Communication Information

Turkmenabat Start Tower 120.6 MF VHF-DF
Turkmenabat Taxiing Ground Control 131.7 MF
Turkmenabat Krug Radar 124.2 MF VHF-DF
Turkmenabat Transit Operations 131.7

Apt Elev
630′

Alt Set: hPa
Trans level: FL40 Trans alt: 3000′
Crossings at airway exit points by ATC.



CHANGES: Crossings; trans level & trans alt revised.

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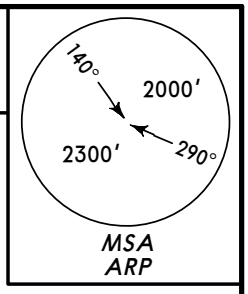
Apt Elev 630′	Alt Set: hPa Trans level: FL40 Trans alt: 3000′ Crossings at airway exit points by ATC.



CHARD 4, MANAT 4, XEGOK 4
RWY 33 ARRIVALS

CHARD
N39 15.5 E063 49.4

040° D 14.1

184°

17 CHARD 4

TURKMENABAT
D (H) 109.2 LBA
N39 05.4 E063 36.7

*326 UT
N39 02.4 E063 38.4

Intercept final at 2000′

MANAT
N39 04.7
E064 08.8

087° D25.1

246°

21 MANAT 4

D9.8 LBA
N38 59.0
E063 46.2
(LBA R-126)
At 2300′

295°

315°

3

240°

330°

D9.7 LBA
N38 57.5 E063 43.8
(LBA R-140)
At 2000′

D8.7 LBA
N38 57.6 E063 41.7
(LBA R-149)
(328° brg to UT)
At 2000′

19 XEGOK 4

R131° D27.3

303°

XEGOK
N38 45.9 E064 01.3

47

312°

GIPUN
N38 12.4
E064 43.0

HOLDING OVER UT

150°
FL40
330°

N
NOT TO SCALE

CHANGES: Crossings; trans level & trans alt revised.

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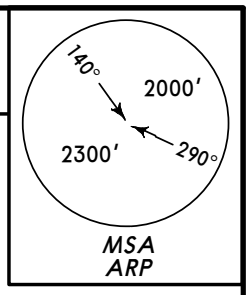
Apt Elev 630′

Alt Set: hPa
Trans level: FL40 Trans alt: 3000′
Crossings at airway exit points by ATC.



EVOVU 2, ORTET 2 ❶, RUSEG 2
RWY 15 ARRIVALS

❶ By ATC.

D8.9 LBA
N39 12.5 E063 29.8
(LBA R-319)
At 2000′

D9.2 LBA
N39 11.1 E063 27.4
(LBA R-304)
At 2000′

D8.7 LBA
N39 10.3 E063 27.4
(LBA R-300)
At 2300′

060° 132° 150° 111° 104°

Intercept final at 2000′

*326 NQ
N39 08.4 E063 34.8

N
NOT TO SCALE

TURKMENABAT
D (H) 109.2 LBA
N39 05.4 E063 36.7

HOLDING OVER NQ
150° FL40 330°

28 ORTET 2 ❶
29 RUSEG 2
33 EVOVU 2

R219° D27.3 020°
R213° D27.3 014°
R173° D27.4 341°

ORTET
N38 45.3 E063 12.8

RUSEG
N38 43.7 E063 15.4

EVOVU
N38 38.0 E063 38.4

92 038°
85 033°
37 354°

UTAM
N37 37.2
E061 53.8

ARKEK
N37 36.0 E062 11.0

GUMLI
N38 01.7 E063 40.6

CHANGES: Crossings; trans level & trans alt revised.

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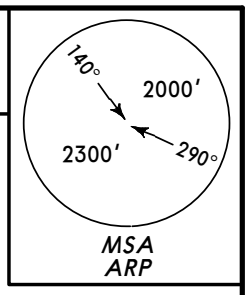
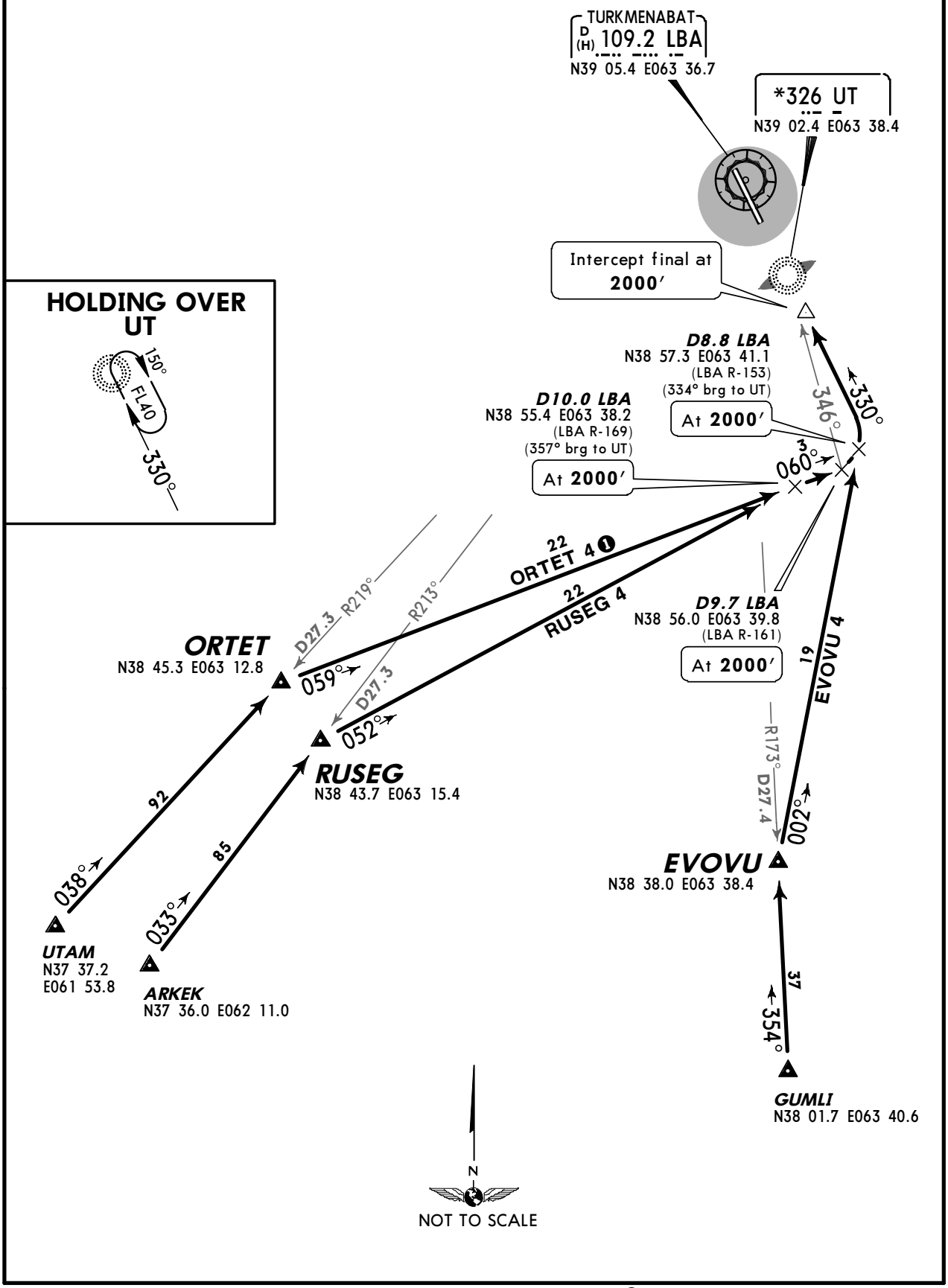
Apt Elev 630′

Alt Set: hPa
Trans level: FL40 Trans alt: 3000′
Crossings at airway exit points by ATC.



EVOVU 4, ORTET 4 ❶, RUSEG 4
RWY 33 ARRIVALS

❶ By ATC.



CHANGES: Crossings; trans level & trans alt revised.

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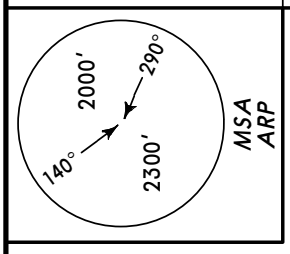
Apt Elev
630′

Alt Set: hPa
Trans level: FL40 Trans alt: 3000′
Crossings at airway exit points by ATC.



ADMAX 2, ARLIT 2, SUXAS 2, UMKAT 2 ❶
RWY 15 ARRIVALS

❶ By ATC.

TUTMA N40 27.3 E061 17.0
POGON N39 50.6 E062 44.9
SUXAS N39 25.5 E063 14.1
ADMAX N39 21.8 E063 09.5
ARLIT N39 01.6 E063 02.3
UMKAT N38 59.0 E063 02.9
VATIM N38 48.6 E061 14.6
DUTAR N38 39.3 E061 23.1

122° 109 TUTMA–ADMAX
134° 33 POGON–SUXAS
129° 19 SUXAS 2
114° 20 ADMAX 2
059° 23 ARLIT 2
053° 23 UMKAT 2 ❶
077° 85 VATIM–ARLIT
071° 80 DUTAR–UMKAT

D26.7 R315° (SUXAS)
D26.7 R304° (ADMAX)
D27.1 R258° (ARLIT)
D27.1 R252° (UMKAT)

D8.9 LBA N39 12.5 E063 29.8 (LBA R-319) — At 2000′
D7.7 LBA N39 12.2 E063 32.2 (LBA R-329) (148° brg to NQ) — At 2000′
D9.3 LBA N39 11.8 E063 28.1 (LBA R-310) — At 2000′

Intercept final at 2000′

150° 132° 119° 090° 330°

***326 NQ** N39 08.4 E063 34.8

TURKMENABAT D (H) 109.2 LBA N39 05.4 E063 36.7

HOLDING OVER NQ
150° 330° FL40

N NOT TO SCALE

CHANGES: Crossings; trans level & trans alt revised.

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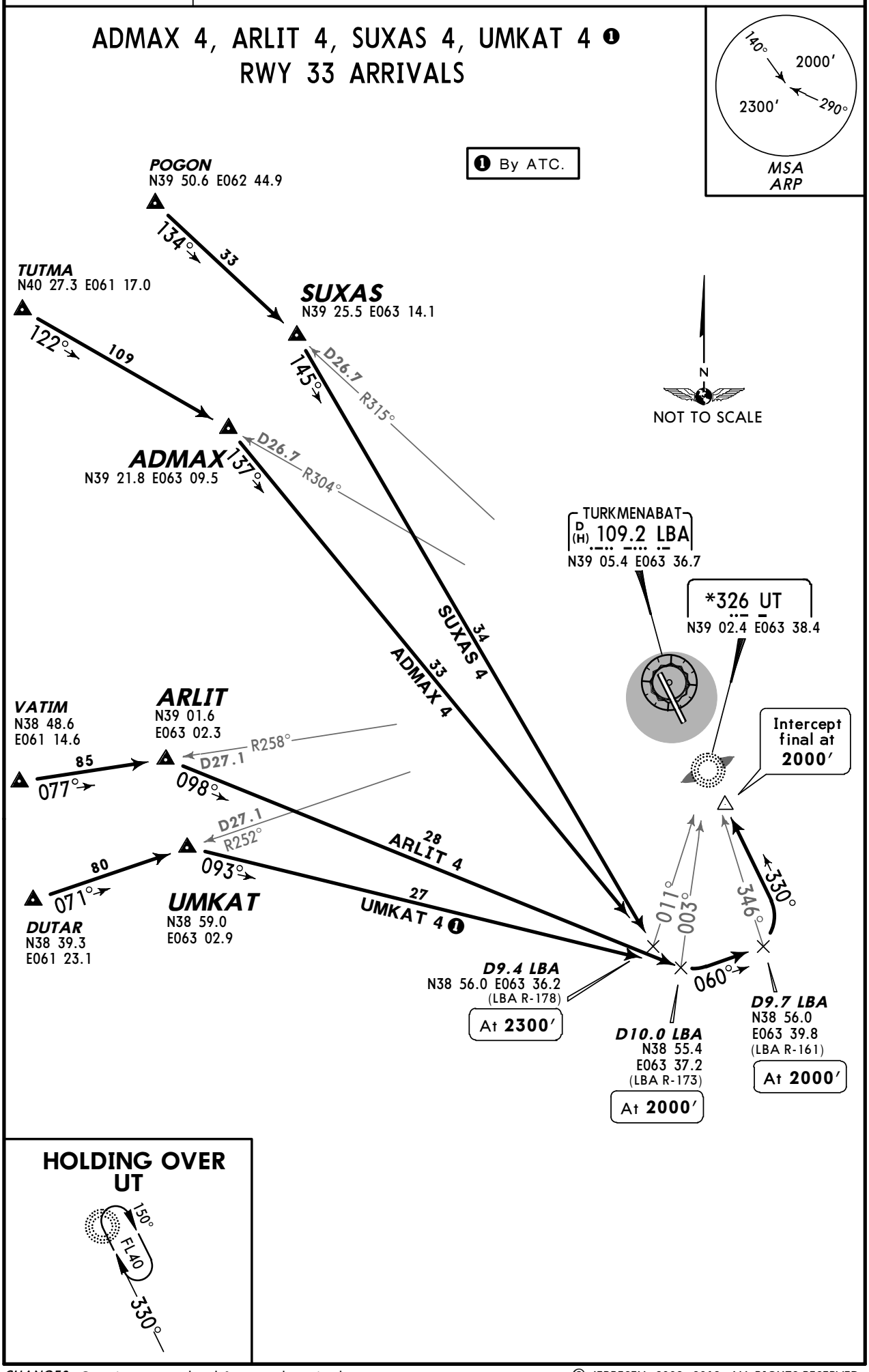
Apt Elev 630′	Alt Set: hPa Trans level: FL40 Trans alt: 3000′ Crossings at airway exit points by ATC.

ADMAX 4, ARLIT 4, SUXAS 4, UMKAT 4 ❶
RWY 33 ARRIVALS



HOLDING OVER UT

CHANGES: Crossings; trans level & trans alt revised.

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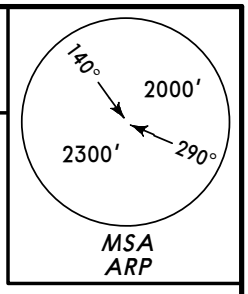
Apt Elev 630′	Trans level: FL40 Trans alt: 3000′ Crossings at airway entry points by ATC.



CHARD 1, CHARD 3
MANAT 1, MANAT 3
XEGOK 1, XEGOK 3
RWYS 15, 33 DEPARTURES

CHARD
N39 15.5 E063 49.4

15 CHARD 3
040° D 1.4
19 CHARD 1
055°
098°
140°
29 MANAT 3
330°
150°
At 1300′
TURKMENABAT
D (H) 109.2 LBA
N39 05.4 E063 36.7
087° D25.1
MANAT
N39 04.7
E064 08.8
018°
25 MANAT 1
129°
078°
35 XEGOK 3
26 XEGOK 1
131° D27.3
XEGOK
N38 45.9 E064 01.3
N
NOT TO SCALE
GIPUN
N38 12.4
E064 43.0

CHANGES: Crossings; trans level & trans alt revised.

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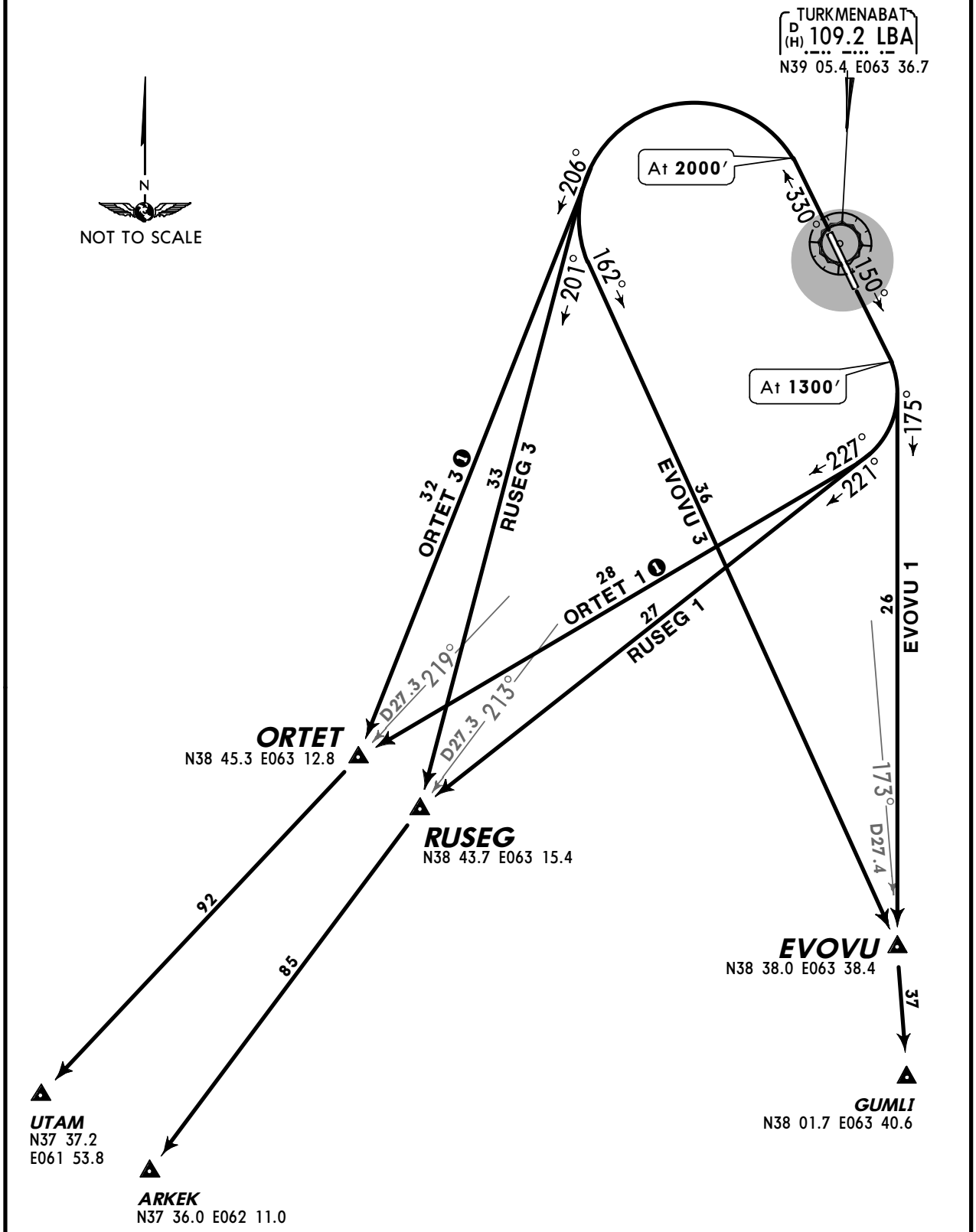
Apt Elev 630′	Trans level: FL40 Trans alt: 3000′ Crossings at airway entry points by ATC.

MSA ARP: 140° 2000′; 290° 2300′

EVOVU 1, EVOVU 3
ORTET 1❶, ORTET 3❶
RUSEG 1, RUSEG 3
RWYS 15, 33 DEPARTURES

❶ By ATC.



CHANGES: Crossings; trans level & trans alt revised.

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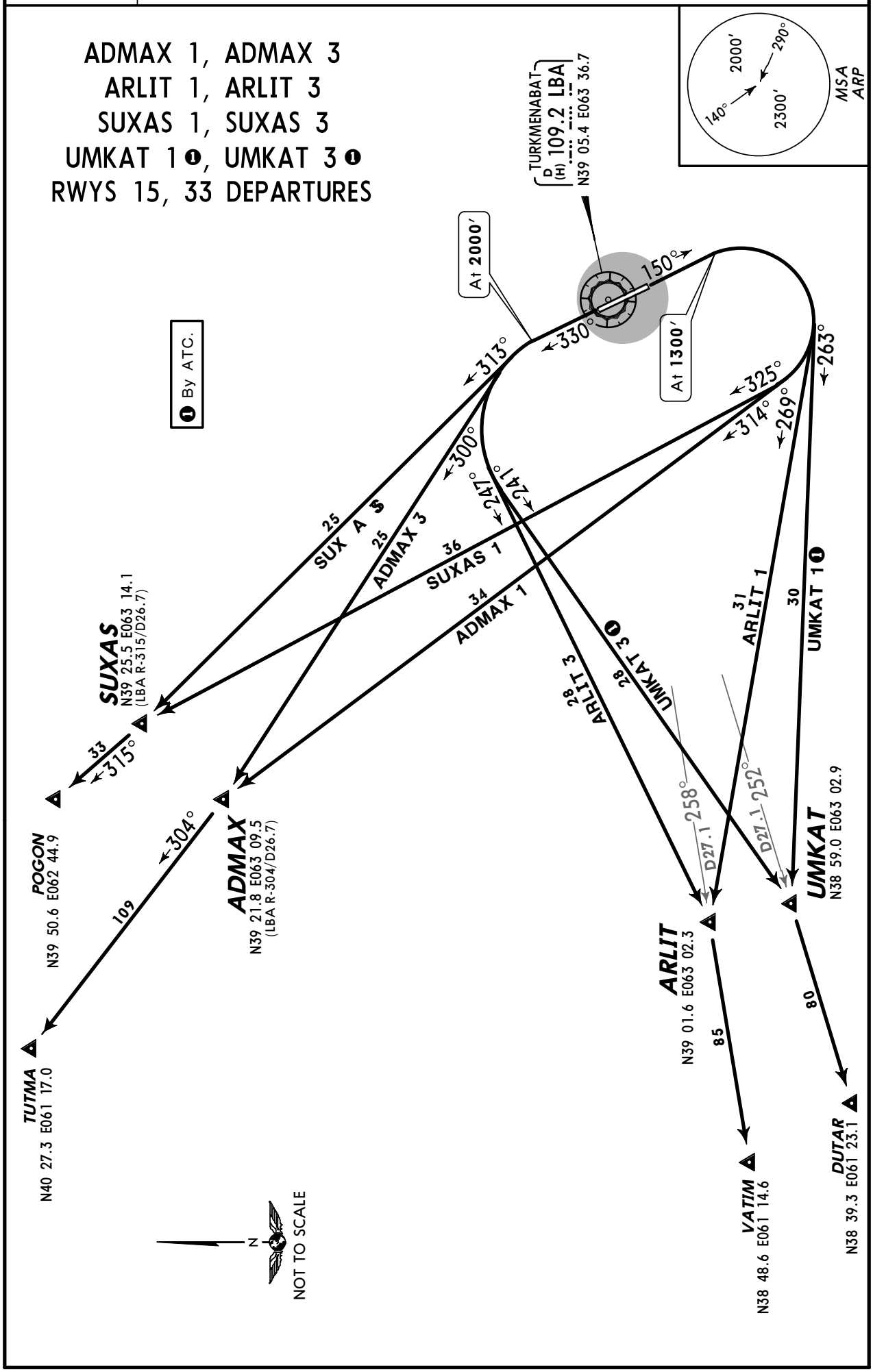
Apt Elev 630′	Trans level: FL40 Trans alt: 3000′ Crossings at airway entry points by ATC.

ADMAX 1, ADMAX 3
ARLIT 1, ARLIT 3
SUXAS 1, SUXAS 3
UMKAT 1❶, UMKAT 3❶
RWYS 15, 33 DEPARTURES



CHANGES: Crossings; trans level & trans alt revised.

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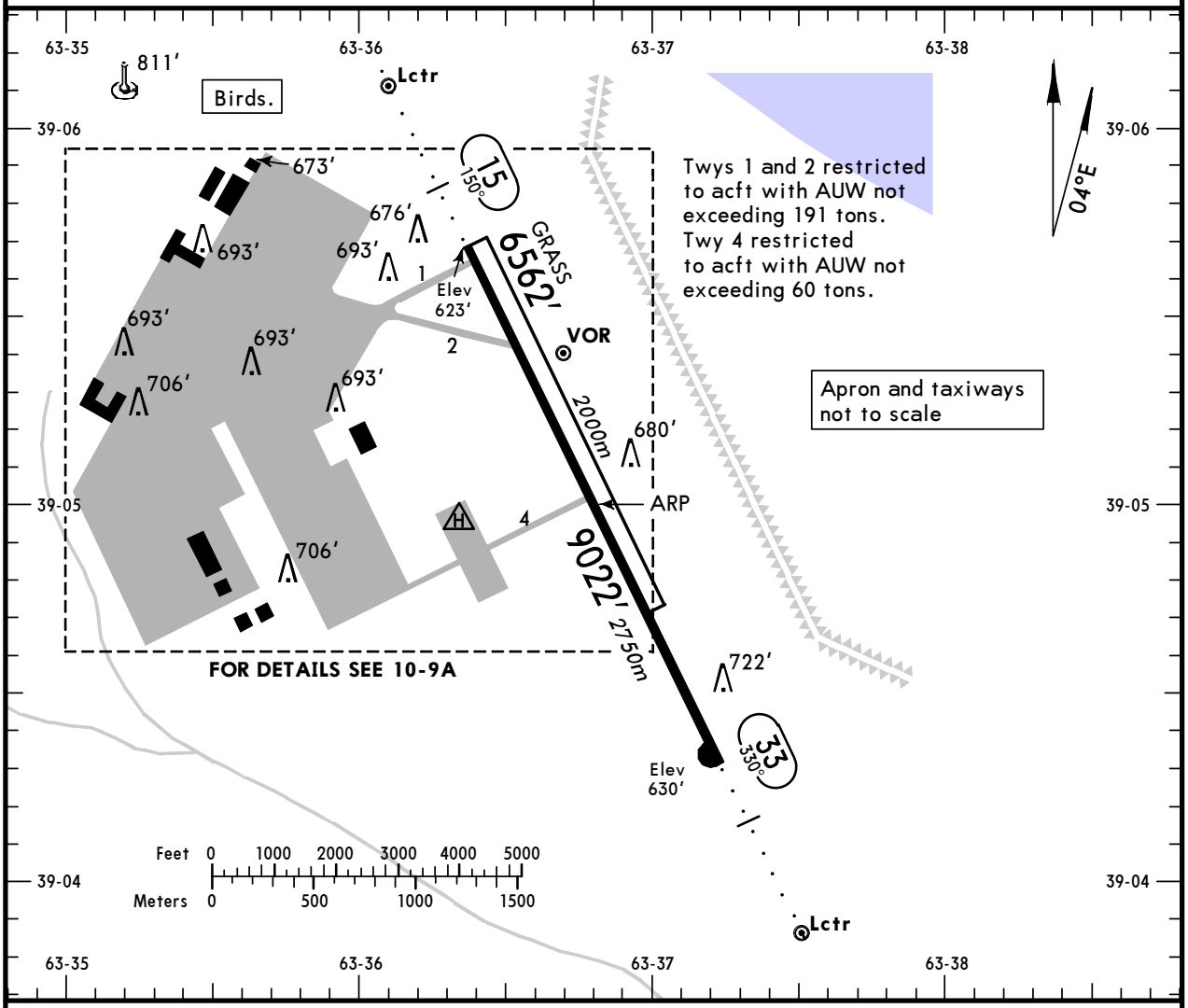
TURKMENABAT Taxiing (GND)	TURKMENABAT Start (TWR)
131.7	120.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15 33	ALS RL *(60m)*		8038′ *2450m*	8694′ ❶ *2650m*	138′ *42m*
15 33	Grass runway				262′ *80m*

❶ First 328′/100m not available for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	DAY RCLM or RL	NIGHT RL
A B	*400m*	*400m*
C D	*500m*	*700m*

CHANGES: Taxiway restriction.

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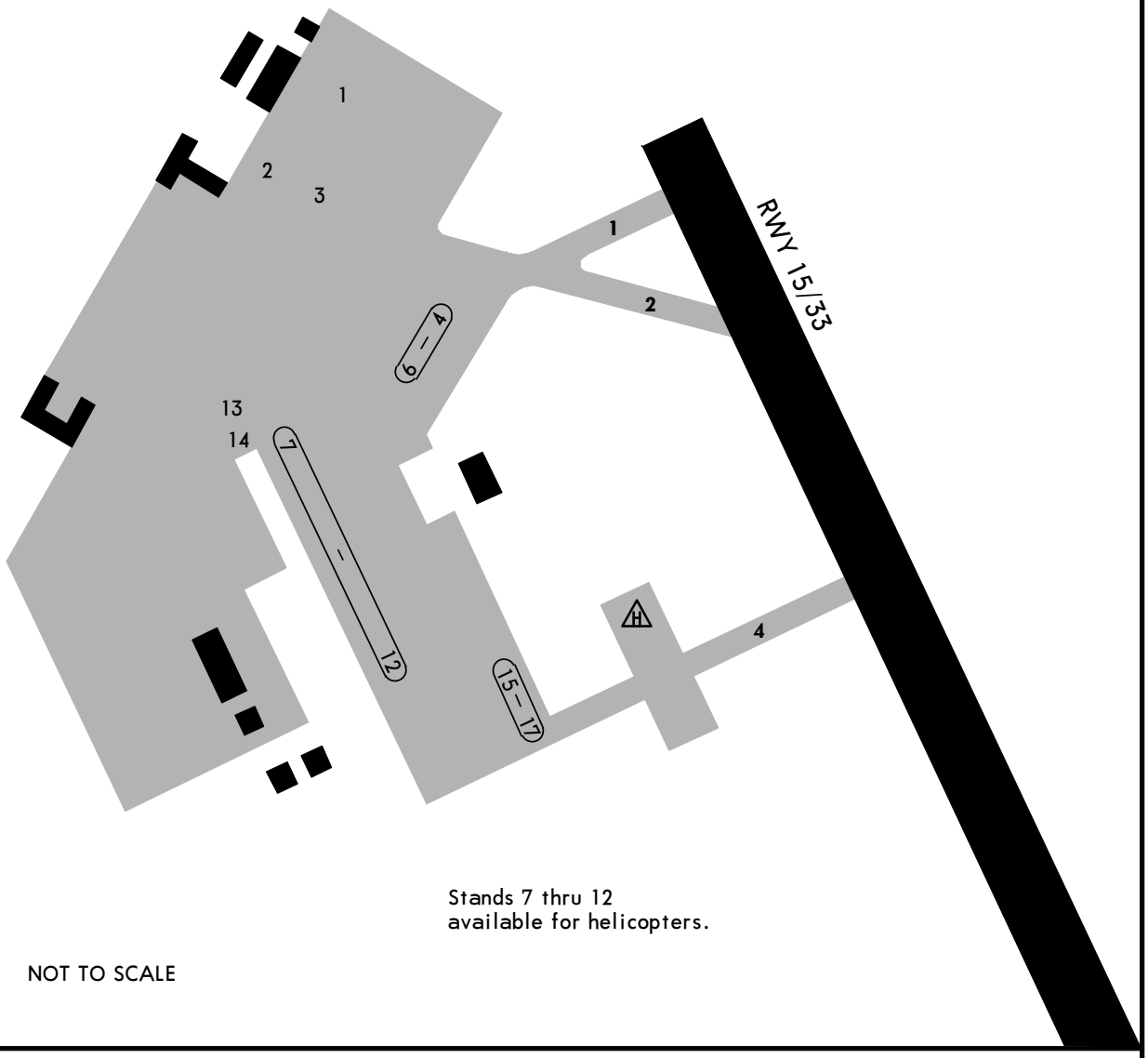

Stands 7 thru 12
available for helicopters.

NOT TO SCALE

CHANGES: Stands.

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STRAIGHT-IN RWY		A	B	C	D
15	2 NDB ❶	**980**′(357′) **C2500m**	**980**′(357′) **C2500m**	**1020**′(397′) **C2500m**	**1020**′(397′) **C2500m**
	NQ NDB	**1280**′(657′) **C3000m**	**1280**′(657′) **C3000m**	**1610**′(987′) **C5000m**	**1610**′(987′) **C5000m**
	ALS out	C3200m	C3200m	C5000m	C5000m
33	ILS	**895**′(265′) **R1100m**	**895**′(265′) **R1100m**	**895**′(265′) **R1100m**	**895**′(265′) **R1100m**
	ALS out	R1300m	R1300m	R1300m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**980**′(350′) **R1400m**	**980**′(350′) **R1500m**	**1030**′(400′) **R1800m**	**1030**′(400′) **R1800m**
	ALS out	R1600m	R1600m	R1800m	R1800m
	UT NDB	**1290**′(660′) **C3000m**	**1290**′(660′) **C3000m**	**1620**′(990′) **C5000m**	**1620**′(990′) **C5000m**
	ALS out	C3200m	C3200m	C5000m	C5000m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 15, 33

	DAY		NIGHT
	RCLM or RL	NIL	RL
A B	400m	500m	400m
C D	500m		700m

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UTAV/CRZ
TURKMENABAT

JEPPESEN 2 NOV 12 Eff 15 Nov (11-1)

TURKMENABAT, TURKMENISTAN
ILS or 2 NDB or UT NDB Rwy 33

BRIEFING STRIP

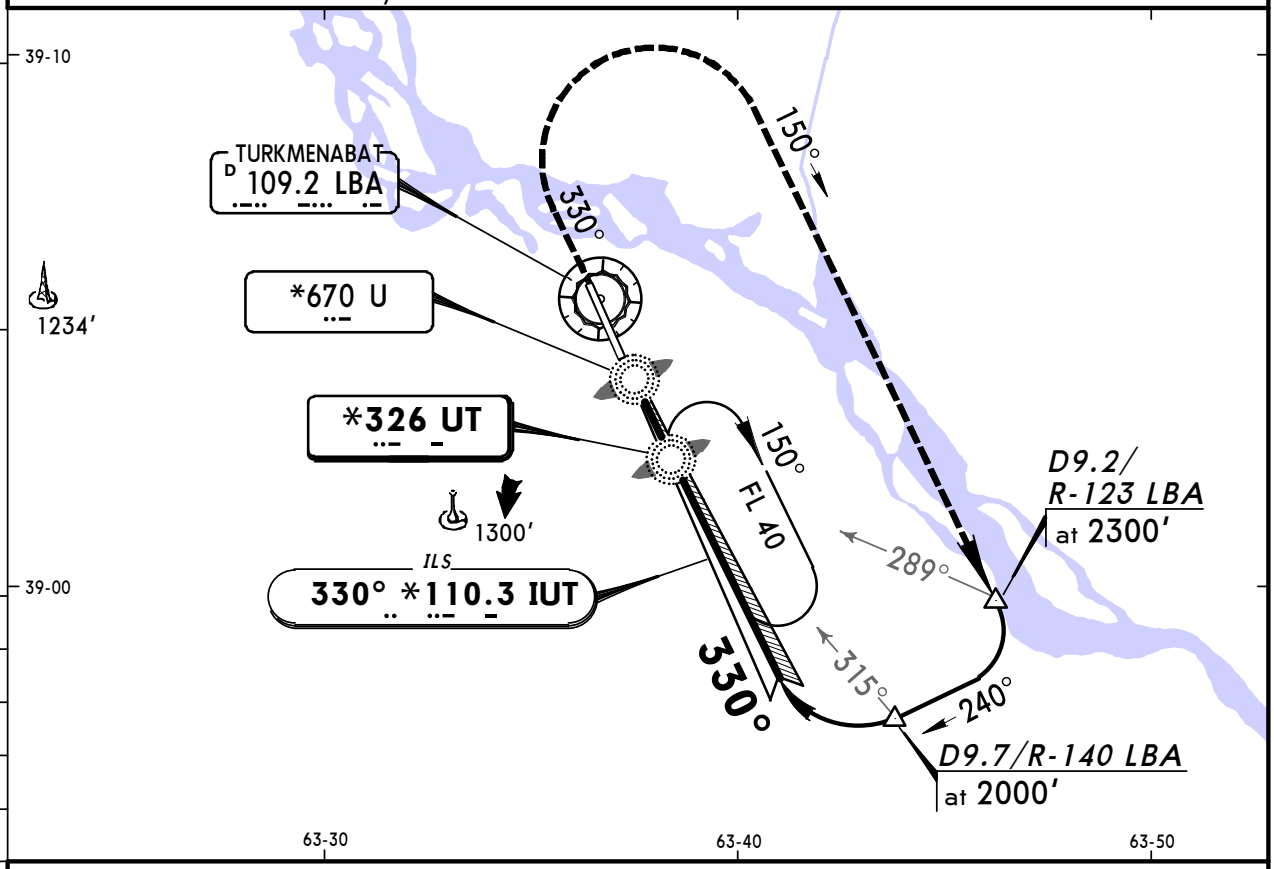
TURKMENABAT Krug (R)	TURKMENABAT Start (TWR)	Ground
124.2	120.6	131.7

LOC IUT *110.3	Final Apch Crs 330°	GS LOM 1290′ (660′)	ILS DA(H) 895′ (265′)	Apt Elev 630′
NDB UT *326		Minimum Alt LOM 1290′ (660′)	2 NDB or UT NDB MDA(H) Refer to Minimums	RWY 630′

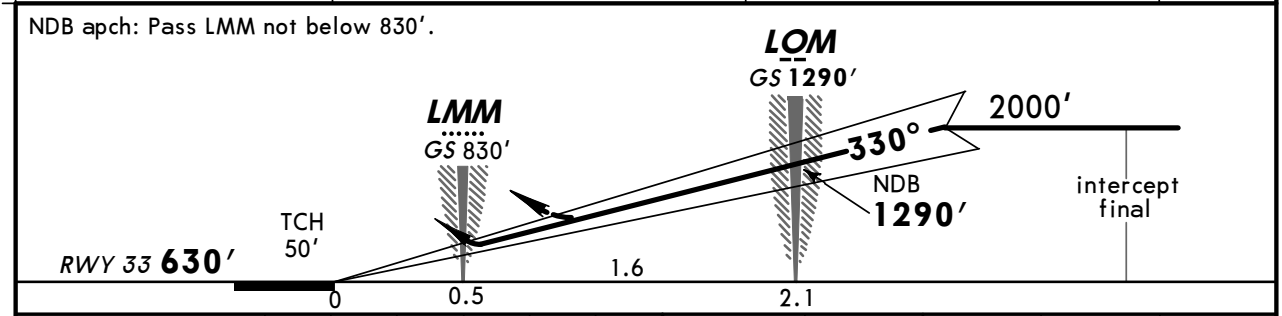
MISSED APCH: Climb on 330° to 1300′, then turn RIGHT on 150° climbing to 2300′, then according to chart.

MSA ARP: 140° 2000′; 290° 2300′

Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: FL 40 | Trans alt: 3000′



NDB apch: Pass LMM not below 830′.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

ALS | 1300′ on 330° | 150° RT | 2300′

STRAIGHT-IN LANDING RWY 33

	ILS DA(H) 895′ (265′) FULL	ILS DA(H) 895′ (265′) ALS out	LOC (GS out)	2 NDB MDA(H) AB: 980′ (350′) CD: 1030′ (400′)	2 NDB ALS out	UT NDB MDA(H) AB: 1290′ (660′) CD: 1620′ (990′)	UT NDB ALS out
PANS OPS A	1200m		NOT AUTH	1600m		3200m	
PANS OPS B							
PANS OPS C				1800m		5000m	
PANS OPS D							

CHANGES: Procedure designation. Attitudes. Minimums.

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TURKMENABAT, TURKMENISTAN
2 NDB or NQ NDB Rwy 15

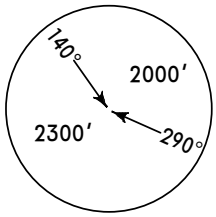
BRIEFING STRIP

TURKMENABAT Krug (R)	TURKMENABAT Start (TWR)	Ground
124.2	120.6	131.7

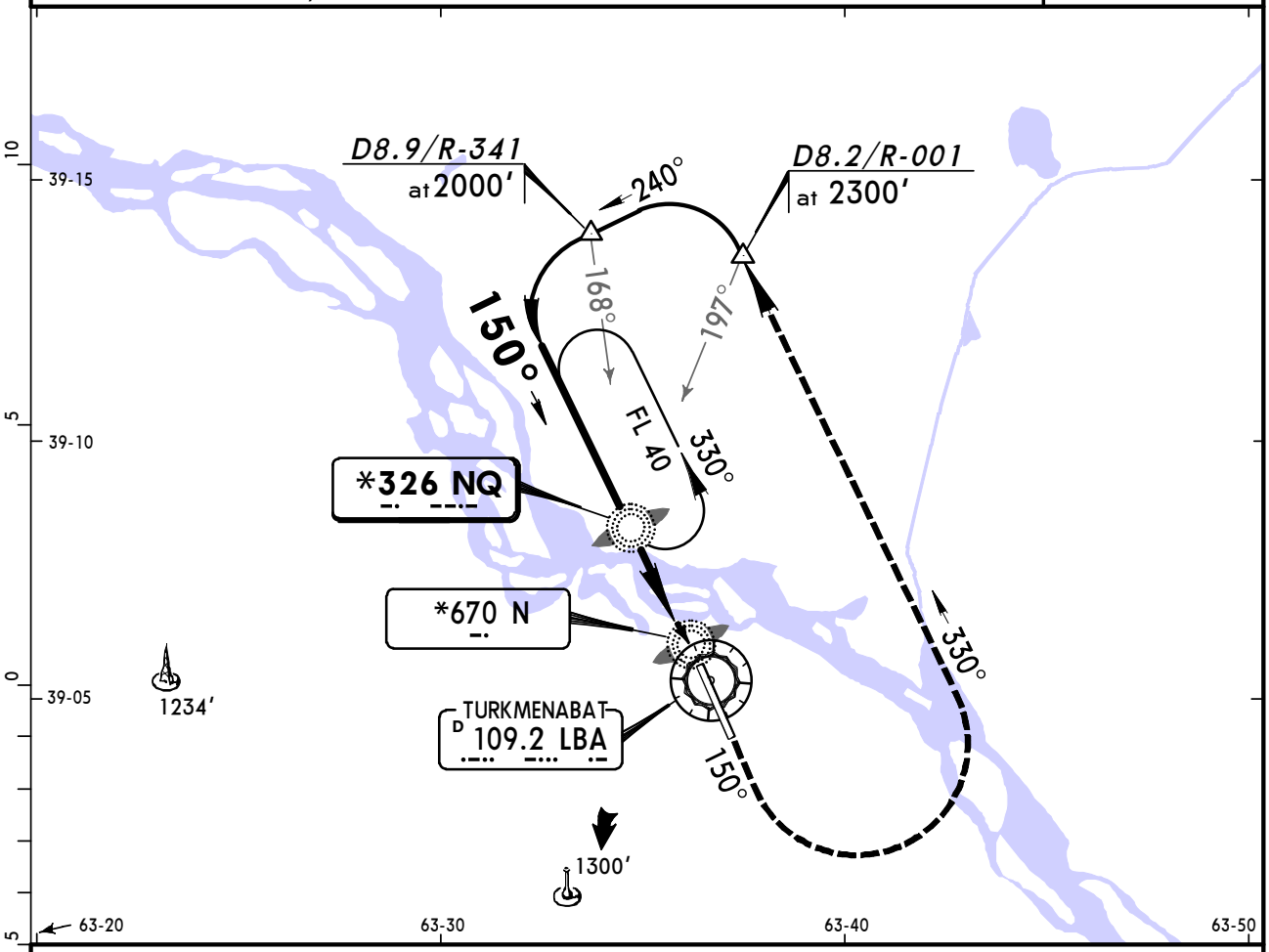
NDB	Final Apch Crs	Minimum Alt	2 NDB or NQ NDB MDA(H)	Apt Elev 630′
NQ *326	150°	LOM 1530′ (907′)	Refer to Minimums	RWY 623′

MISSED APCH: Climb on 150° to 1300′, then turn LEFT on 330° climbing to 2300′, then according to chart.

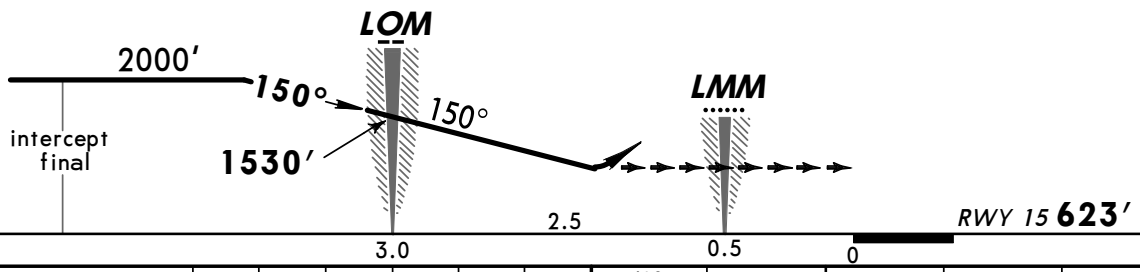
Alt Set: hPa Rwy Elev: 23 hPa Trans level: FL 40 Trans alt: 3000′



MSA ARP



Pass LMM not below 810′.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.69°	333	428	476	571	666	761

ALS | 1300′ on 150° | 330° LT | 2300′

STRAIGHT-IN LANDING RWY 15

2 NDB	NQ NDB
MDA(H) AB: 960′(337′) CD: 1020′(397′)	MDA(H) AB: 1280′(657′) CD: 1610′(987′)
ALS out	ALS out

PANS OPS

A	2500m	3200m
B		
C		5000m
D		

CHANGES: Procedure designation. Altitudes. Minimums.

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JEPPESE
JeppView for Windo

Chart changes since cycle 16-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TURKMENABAT, (TURKMENABAT - UTAV)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTAV